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GETTING AROUND  
IN BERKELEY



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INSTITUTE OF GOVERNMENTAL  
STUDIES

MAY 10 1985



UNIVERSITY OF CALIFORNIA

GETTING AROUND  
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PROPOSALS FOR  
LOCAL TRANSPORTATION

LOCAL TRANSIT STUDY COMMITTEE 1971





# GETTING AROUND IN BERKELEY

## PROPOSALS FOR LOCAL TRANSPORTATION

Accepted by Planning Commission

February 24, 1971

## LOCAL TRANSIT STUDY COMMITTEE

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February, 1971

## INTRODUCTION

In Berkeley, as throughout the Bay Area, the automobile is the basic form of transportation for local and regional trips. Such reliance on private cars produces

- . . poor mobility for those who do not drive,
- . . increasing amounts of valuable urban land devoted to car movement and storage,
- . . growing problems of air and noise pollution, and
- . . mounting human and economic costs from traffic accidents.

In 1968 Berkeley adopted a new Circulation Section to its Master Plan which calls for

"A FULLY INTEGRATED SYSTEM OF PEDESTRIAN, BICYCLE, LOCAL TRANSIT, REGIONAL TRANSIT, AND AUTOMOBILE FACILITIES" to "REDUCE THE DEPENDENCE ON THE PRIVATE AUTOMOBILE AS THE DOMINANT MODE OF TRANSPORTATION."


"STREET WIDENING TO BE USED ONLY WHEN (A) ALL OTHER FEASIBLE MEANS -- SUCH AS PARKING RESTRICTIONS, TURNING CONTROLS, TRAFFIC DEVICES, ETC. -- HAVE PROVED INADEQUATE; (B) CONGESTION IS A CLEAR THREAT TO SAFETY AND AMENITY; AND (C) NO ALTERNATIVE ROUTE OR MEANS OF TRANSPORTATION IS AVAILABLE."

Berkeley "TO MAINTAIN, DESIGN AND DEVELOP CIRCULATION FACILITIES -- INCLUDING TRANSIT -- AS PUBLIC PLACES SO AS TO (A) PROVIDE AN ATTRACTIVE APPEARANCE FOR BOTH USERS AND ABUTTING LAND; (B) PROVIDE OPPORTUNITIES FOR DUAL USE OF SPACE FOR SOCIAL ACTIVITIES AND RECREATION; (C) INSURE SAFETY, CONVENIENCE AND AMENITY FOR PEDESTRIANS; AND (D) PRESERVE AND ENHANCE THE NATURAL BEAUTY AND EXISTING CHARACTER OF THE AREAS INVOLVED."

Consistent with this objective, the Planning Commission in the past two years has

- . . recommended delay or abandonment of several street improvement projects,
- . . supported state legislation to make gas tax funds available for public transit
- . . studied potential routes and design for bicycle lanes,
- . . sponsored a special transportation study of southeast Berkeley,
- . . provided support and assistance for neighborhood traffic control plans,
- . . approved sidewalk widening and beautification for several city arterials, and
- . . recommended development of a bicycle path along the Santa Fe right-of-way.

With the Bay Area Rapid Transit to begin operation shortly, the Circulation Committee of the Planning Commission feels measures to implement the Master Plan policies must be accelerated. The Local Transit Study Committee was organized in March to define more clearly needs and potential solutions. Its objective is "TO DEVELOP A MULTI-MODE TRANSPORTATION SYSTEM FOR BERKELEY WITH PARTICULAR EMPHASIS ON FEEDER SYSTEMS TO BART." The committee is made up of members of the Planning Commission and citizens from various parts of the City. These members work with resource persons from the University of California, AC Transit, the State Highway Department, BART, and the Berkeley Unified School District in reviewing needs and alternatives.



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Over the past year the full committee and small subcommittees have reviewed data on projected trips, BART usage, current AC service, possible extensions of AC service, use of transit on the UC campus, means of serving bicycle transportation, public attitudes toward transit, parking costs and facilities, funding alternatives and service standards. From these studies, several conclusions were reached, namely:

1. WITHOUT BASIC CHANGES IN LAND USE POLICIES IN BERKELEY, COMMUTER TRAFFIC COMING INTO BERKELEY WILL PRODUCE A GROWING PROPORTION OF PEAK HOUR TRIPS.
2. LOCAL TRANSIT SERVICE MUST BE FASTER, MORE FREQUENT, MORE ATTRACTIVE AND SERVE MORE NEEDS: TO DO THIS, IT MUST TAKE PRIORITY OVER AUTOMOBILES IN SOME INSTANCES AND BE USED WITH MORE FLEXIBILITY AND IMAGINATION.
3. MAXIMUM USE OF BART, AC TRANSIT AND OTHER FORMS OF TRANSIT IS ESSENTIAL IF AUTOMOBILE DEMANDS ARE TO BE SIGNIFICANTLY REDUCED.
4. THE BICYCLE AND WALKING ARE IMPORTANT FORMS OF TRANSPORTATION IN BERKELEY.

From these conclusions and study of the information available, proposals were developed for a multi-mode transportation system for Berkeley. The Committee believes wide discussion of these proposals and other alternatives can lead to clear priorities for transportation planning and provide a basis for specific action programs to finance, develop and provide improved transportation in Berkeley.





## P R O P O S A L S

### INTRODUCTION

As a basis for recommending "a plan for a multi-mode transportation system for Berkeley with particular emphasis on feeder systems to BART," the Committee defined goals, assumptions, needs and principles to guide their planning.

#### 1. Goals

- A. To develop an integrated transportation system which serves:
  - 1. Berkeley residents using BART or AC Transit for regional trips;
  - 2. Those coming to Berkeley for employment, business, education, shopping and recreation; and
  - 3. Local needs of residents for work and non-work trips.
- B. To offer services comparable to the convenience, amenity and cost of private automobile use.
- C. To give priority to the needs of those unable to use private automobiles--the young, the aged, the poor and the handicapped.
- D. To encourage local citizen participation in plan development and service operations.
- E. To use transportation planning as a tool to effectuate land use policies.
- F. To minimize the adverse environmental impact of both traffic and transit facilities and otherwise restore, protect and enhance environmental quality throughout Berkeley.
- G. To have regularly scheduled service on new or existing surface transit within Berkeley ultimately free to the user.
- H. To reduce dependence on the private automobile as the dominant mode of transportation by developing a fully integrated system of pedestrian, bicycle, local transit, regional transit and automobile facilities and by initiating innovative circulation experiments throughout Berkeley and the region.
- I. To encourage the extension of BART service to outlying areas with coordinated local transit systems throughout the San Francisco Bay Region to facilitate the use of transit in Berkeley.
- J. To officially encourage the use of bicycles for local travel and recreation.





## II. Assumptions

- A. Until alternatives are available, automobile usage will continue at least at its present level.
- B. It is necessary to have some impediments to private automobile use if other forms of transportation are to be highly patronized.
- C. If adequate improvements are made to other forms of transportation and there is no further accommodation of the automobile, present automobile users will make increasing use of other modes of transportation.
- D. The number of people working in Berkeley will increase at a faster rate than the resident population.
- E. Methods will be found to meet the financial, legal, organizational and design requirements for needed transportation improvements.
- F. The bicycle is a potentially important form of transportation in Berkeley because:
  - 1. There is a high proportion of the population that does or would ride bikes;
  - 2. Much of the city is relatively level;
  - 3. Development is compact enough that distances between activity centers and residential centers are reasonable; and
  - 4. The climate is moderate and dry most of the year.
- B. AC Transit will continue to operate its present local bus routes with minor modifications to provide direct access to BART stations and expanded service where BART patronage indicates.

## III. Needs

- A. Fast and convenient service between Berkeley employment centers and BART stations.
- B. Multi-mode access to BART stations from residential centers.
- C. Flexible, convenient and distinctive in-city public transportation for work and non-work trips.
- D. Improved environmental conditions for bicyclists and pedestrians using public rights-of-way, including reduced air pollution, noise and safety hazards.





#### IV. Principles

- A. Public transit provided by BART, AC Transit, the University, the City, the Berkeley Unified School District and other public agencies should be coordinated to meet the maximum number of needs effectively.
- B. Public transit routes should be consistent with the principle of protecting neighborhood streets from through traffic.
- C. Wherever possible, public transit vehicles, bicyclists and pedestrians should be given separate facilities or preferential treatment.
- D. Transit vehicles should be attractive, distinctive, comfortable and fun with the following minimum standards:
  - 1. A seat available for each passenger;
  - 2. Clean temperate air;
  - 3. Space for packages; and
  - 4. Accommodations for the aged, the handicapped and those with infants.
- E. Transit service should meet a wide variety of needs and be available within  $\frac{1}{4}$  mile of all the City's homes, businesses, educational institutions and recreational centers.
- F. To improve the speed and efficiency of surface transit:
  - 1. Routing should minimize conflicts with major traffic flows on through streets; and
  - 2. BART shuttle service vehicles should make no stops within 5 minutes walking distance ( $\frac{1}{4}$  mile) from a BART station.
- G. Street widenings are to be avoided wherever possible and should be used only when (a) all other feasible means--such as parking restriction, turning controls, traffic devices, etc.--have proved inadequate, (b) congestion is a clear threat to safety and amenity, and (c) no alternative route or means of transportation is available.
- H. Transit equipment for use in Berkeley should be of low or minimum air and noise pollution design.
- I. All agencies (public or private) engaged in providing transportation facilities or services to Berkeley should engage in an Affirmative Action program to insure equal employment opportunities.

#### PROPOSALS

##### I. Expanded AC Transit Service

- A. Adjust existing routes 51, 58, 7, 33, 67, 88, and 65 to pick up and drop off passengers at the BART stations. (See Map 1 showing existing AC Transit services as of January 1, 1971)





January 1, 1971







- B. Increase peak hour service to provide 5 minute headways for lines 7, 15, 33, 43, 51, 58, 65, 67, and 88.
- C. Increase service during mid-day and evening hours between major activity centers in central and South Berkeley -- the area bounded by the south City limits, the east City limits, Cedar Street, and Grove Street.
- D. Improve vehicle design to meet the standards set forth under "Principles."
- E. Provide attractive shelter with bus route and schedule information at major bus stops and transfer points.
- F. Initiate direct bus service between the east end of Tunnel Road (Hiller Highlands) and the U.C. campus and downtown Berkeley.

## II. Complementary Local Transit Service

- A. BART Feeder Service: to operate during weekday commuter hours. (See Map 2)

### 1. North Berkeley Station

- a. Express route to the industrial area delivering passengers along 4th Street between University Avenue and Harrison; route then collects passengers bound for the North Station from Albany Village, West Berkeley, and the area north of Franklin School.
- b. Flexible bus service to and from the North Hills area.

### 2. Ashby Station

- a. Express route to the industrial area delivering passengers along 4th Street between Ashby and Addison; route then collects passengers bound for the Ashby Station from West Berkeley, San Pablo Neighborhood and around Longfellow and Lincoln Schools.
- b. Flexible bus service to and from the Claremont area.

### 3. Downtown Berkeley Station

- a. Shuttle collects passengers bound for the downtown Berkeley Station from the North Campus area.
- b. Specially designed trackless train delivers passengers bound for the U.C. Campus and Radiation Laboratory

### 4. Rockridge Station

- a. Express service delivering passengers to Telegraph and Ashby, South Campus and Gayley Road connecting to the campus trackless train; return route collects passengers bound for the Rockridge Station from southeast Berkeley.
- b. Flexible bus service to and from the Claremont area.



COMPLEMENTARY LOCAL TRANSIT SERVICE  
**BART FEEDER SERVICE**  
 WEEKDAY COMMUTE HOURS

LEGEND

-  DELIVER AND COLLECT PASSENGERS
-  EXPRESS
-  BART STATION
-  FLEXIBLE MINI-BUS SERVICE



BERKELEY PLANNING DEPT.





B. Off Peak Service: to serve BARTD stations and local trips (See Map 3)

1. During off-peak hours, flexible service such as dial-a-bus, jitneys or taxis to meet needs on a demand basis and supplement AC Transit and BART.
2. Frequent shuttle service around the campus on Shattuck, Bancroft-Durant, Gayley Road and Hearst in both directions during off-peak hours, weekends and evenings.
3. Frequent shuttle service between the central Berkeley BART Station, U.C. Campus and Radiation Laboratory during off-peak hours, evenings and weekends.

C. Service Standards

1. Shuttle service vehicles which operate on fixed routes during peak hours will be available for a variety of purposes the remainder of the day; equipment and personnel should be used in alternate ways as needs indicate.
2. Peak hour BART shuttle services:
  - a. Non-Berkeley residents using BART who ride the shuttle service:
    1. Will be able to board a bus within 5 minutes;
    2. will be discharged within a 5 minute walk of their destination; and
    3. will have a total trip time from leaving the train to arrival at destination of not more than 15 minutes.
  - b. Berkeley residents using BART shuttle service during peak hours:
    1. Will have a stop within 5 minutes walking distance of their homes; and
    2. will have a total trip time from home to train boarding of not more than 20 minutes.
3. Non-express transit vehicles should pick up and drop off passengers anywhere along the route.





COMPLEMENTARY LOCAL TRANSIT SERVICE  
**OFF PEAK SERVICE**  
 OTHER THAN WEEKDAY  
 COMMUTE HOURS

LEGEND

SHUTTLE SERVICE  
 FLEXIBLE MINI-BUS SERVICE

BERKELEY  
 ALAMEDA COUNTY  
 CALIFORNIA  
 SCALE IN FEET



BERKELEY PLANNING DEPT.

LOCAL TRANSIT  
 STUDY COMMITTEE

1971

MAP 2



### III. BICYCLE TRANSPORTATION

#### A. Facilities and Services (See Map 4)

1. A system of bikeways providing direct access to BART stations and other activity centers with routes on, to and through the University of California campus.
2. Adequate facilities for parking bikes which protect them from damage or theft at commercial centers (on public right-of-way and in parking structures), BART stations, parks, schools, employment centers, apartment buildings and group living quarters, institutional centers and public libraries.
3. Locations where bikes can be checked out for short periods of time at BART stations, major parks and schools serving grades 4 and up.
4. Development of Aquatic Park as a bike racing and recreational cycling facility of regional importance.
5. Ultimate development of:
  - a. Additional bikeways to and on the waterfront;
  - b. Separate bike lanes along the Santa Fe right-of-way; and
  - c. Coordination and development of inter-city bike routes as a regional recreation facility.

#### B. Principles

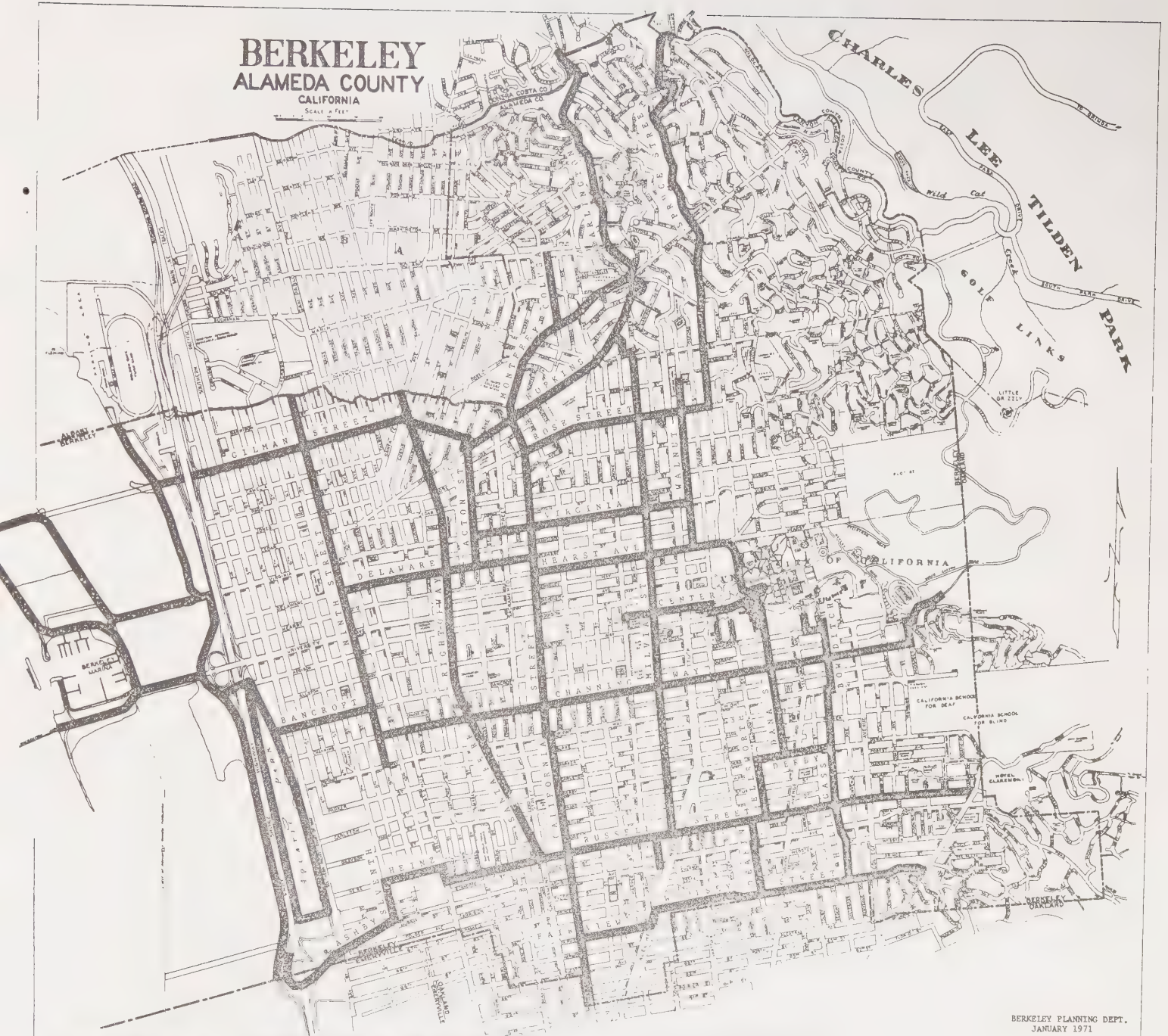
1. Bikeways should be located on streets with a relatively low volume of auto traffic for reasons of safety, harmful exhaust fumes and unpleasant noise.
2. The opportunity to include bikeways should be considered in the design of all new or reconstructed streets, recreational areas, or other projects where their use would further the goals of the bikeways plan.
3. Bikeways should ideally be located on exclusive (lanes) physically separated from autos. Where exclusive (lanes) are impossible, lanes designated by painted stripes or other markings should be used. If neither of these is possible, bikeway streets should have low traffic volume of local nature only and be clearly signed as bikeways.
4. Residents should participate in determining the location, design and development of bikeways passing through and serving their individual neighborhoods.
5. Bikeway surfaces should be maintained in good condition with smooth, litter-free asphalt without holes or bumps.





# BERKELEY BIKEWAYS

## COMPLETE NETWORK



BERKELEY PLANNING DEPT.  
JANUARY 1971

LOCAL TRANSIT  
STUDY COMMITTEE

1971

MAP 4





6. Storm sewer grates should be designed to minimize danger to cyclists.
  7. Lockable bicycle racks at destinations receiving significant amount of bicycle traffic are a necessary element of a bikeways plan. The private sector should participate in the installation of bike racks where appropriate.
  7. Installation of bikeways should be coordinated with and assist in the effectuation of auto traffic controls desired for the neighborhoods they traverse.
- C. Implementation of the Bikeways Plan in cooperation with residents of individual neighborhoods. These bikeways may be characterized by:
1. One-way bike lanes on each side of the street;
  2. A two-way lane on one side of the street;
  3. Design in conjunction with cul-de-sacs or diverters to provide safe, unimpeded bike movement;
  4. Bike lanes provided in lieu of present parking land and/or portion of the parking strip;
  5. Conversion of a street to one-way operation with the other lane exclusively for bikes;
  6. Use of easements to incorporate paths through appropriate public or private development; or
  7. Complete separation of vehicular and bicycle traffic where heavy traffic and/or special problems deter bicycle use.

#### IV. PEDESTRIAN TRANSPORTATION

##### A. Facilities and Services

1. Sidewalks adjacent to public roads where feasible;
2. Mid-block pedestrian paths where long blocks and/or difficult topography exist;
3. Clearly marked crosswalks with sloping surfaces between sidewalks and streets;
4. Benches, public phones, drinking fountains, storage lockers and public rest rooms at major commercial, educational and recreational centers;
5. Street trees, display and information boards, adequate lighting and clocks to make pedestrian travel easier and more pleasant; and
6. Complete separation of vehicular and pedestrian traffic where heavy traffic and/or special problems deter pedestrian use.



## B. Standards

### 1. Appearance and Environment

- a. Pedestrian ways should be designed to be compatible with adjacent development. A variety of sidewalk materials should be available and designs should be developed by community participation.
- b. Pedestrian areas should be designed in conjunction with development of the entire right-of-way street, bike paths, landscaping, parking, etc.
- c. Design should inhibit as much as possible adverse environmental problems of noise, air pollution and congestion.

### 2. Function

- a. Except where topography is very steep, pedestrian ways should be wide enough to accommodate wheel chairs.
- b. Pedestrian ways should be clean and smooth to insure safety and attractiveness.
- c. In residential areas:
  1. Sidewalks should be at least 5 feet wide;
  2. Sidewalks should be widened at intersections to improve pedestrian and vehicular visibility;
  3. Comfortable seating should be provided at all public transit pick-up points; and
  4. Adequate lighting for normal walking should be available on all pedestrian ways 24 hours a day.
- d. In commercial areas:
  1. Sidewalks should be at least 10 feet wide including amenities (landscaping, etc.);
  2. Sidewalks should be widened at intersections; and
  3. Pedestrian services and facilities should be clearly marked.

### 3. Access

- a. Pedestrian access by sidewalk or path should serve all developed property, public or private.
- b. Sidewalks should be provided on both sides of the street if at all possible.
- c. Distance between marked cross-walks should not exceed 1000'; Where blocks exceed 1000' in length, mid-block pedestrian crossings should be provided.





## V. OTHER INCENTIVES TO USE TRANSIT

- A. Avoid increases in the vehicular capacity of local arterials and regional highways serving Berkeley. Seek methods to reduce vehicular traffic on streets where traffic is excessive. Develop procedures to expedite community requests for trial street closures, diversions or other controls.
- B. An extensive public transit promotion and education program.
- C. Wide distribution and availability of information on routes, schedules and fares.
- D. Limit high density zoning to achieve multi-use areas which would make walking, bicycle use and public transit more convenient and effective.
- E. To coordinate parking policies with the use of transit:
  - 1. Provide exclusive bus lanes on arterial streets during peak commute hours by eliminating parking on such streets at such times.
  - 2. Do not expand parking facilities for employees and patrons within central Berkeley and at other commercial, industrial and institutional locations.
  - 3. Sharply reduce or eliminate surface parking within three years after the inauguration of BART service, at public institutions such as the University of California, City Hall and Berkeley Public Schools.
  - 4. Create incentives to obtain multiple use parking facilities.
  - 5. Where possible allow contributions to transit operations in lieu of parking requirements.
  - 6. Establish fees for long term day time on-street parking near commercial, industrial and office areas.
  - 7. Establish a fee program for on-street overnight parking.
- F. Modify zoning ordinances to require bicycle parking facilities in multiple dwelling construction.
- G. Encourage the expansion of package delivery services.
- H. Restrict or reduce vehicular traffic on Gayley Road by means of a fee or permit or other system; any resulting income should be used to improve on-campus transit.





I. Reduce heavy traffic on Tunnel Road/Ashby Avenue by means of the following steps:

1. Return legal jurisdiction over Tunnel Road/Ashby Avenue to the City of Berkeley;
2. Upon inauguration of BART service to Berkeley and improved local transit service, study the feasibility of disconnecting Tunnel Road from the Freeway for all but transit vehicles at the eastern city limits, making Tunnel-Ashby a local arterial and transit corridor; and
3. Study the feasibility of a freeway oriented parking facility at the top of Tunnel Road with a transit corridor connecting this parking facility with Tunnel Road, Ashby Avenue and the Ashby BARTD Station.

IMPLEMENTATION

I. Transportation Proposals

A. Expand AC Transit Service

1. Continue cooperation with AC Transit to achieve route adjustments and service standards recommended.
2. Encourage and support coordination between all regional and local public transportation services to maximize transit service and patronage.

B. Complementary Local Transit Service

1. Analyze costs and benefits of alternative forms of local transit including:
  - a. Shuttle services to and from BARTD stations along fixed routes during peak commute hours to serve employment centers and residential centers.
  - b. Shuttle services between lower density residential areas and BARTD stations that are routed and scheduled on the basis of demand and adjusted regularly to accommodate changes in demand.
  - c. Trackless train to operate from the central BARTD station through the University of California campus to the Radiation Laboratory and Lawrence Hall of Science.
  - d. Service activated by demand such as a dial-a-bus or jitney service.
  - e. Small area jitney or minibus service to provide shuttle service to BARTD stations or AC transit stops. With an extensive and readily available service of this type the distance between AC bus stops could be increased with resulting faster AC service to destinations not conveniently served by BARTD.
2. Develop and put into operation a complementary local transit service to begin concurrently with the initiation of BARTD service to Berkeley.



### C. Bicycle Transportation

1. Implement Phase 1 of the Berkeley Bikeways Plan in 1971.
2. Develop a schedule for implementation of the complete Bikeways network.

### D. Pedestrian Transportation

1. Develop a city-wide plan for pedestrian circulation with specific proposals similar in character to those in the Bikeways Plan which will result in pedestrian facilities consistent with the standards recommended.
2. Concurrently, utilize existing and potential opportunities for improvements to pedestrian circulation, such as:
  - a. Extension of Oxford Land between Allston and Center to produce a pedestrian walk between Shattuck Avenue and the University of California.
  - b. Include pedestrian ways that meet the standards recommended in appropriate capital improvements projects (such as street improvements and park developments).

### E. Other Incentives to Use Transit

1. Develop a city-wide program which protects local streets from through traffic.
2. Make alterations to arterials to give priority to transit vehicles and improve safety without increasing capacity or widening rights-of-way.
3. Investigate the feasibility of implementing recommendations for reduced parking, parking fee programs and exclusive bus lanes.
4. Recommend changes to the zoning ordinance text and map consistent with the recommendations for concentrated multi-use areas and bicycle parking facilities.

## II. Technical and Organization Requirements

- A. Technical studies to determine specific estimates of the initial and on-going costs of alternative systems, schedules and vehicle types.
- B. State and local legislative and constitutional changes to make on-going funding realistic, including:
  1. Amendment to the state constitution and related legislation to permit use of Gas Tax funds for transit purposes.
  2. State legislation permitting continuation of the  $\frac{1}{4}\%$  sales tax imposed to complete financing of BART in Berkeley with income assigned to transportation services.
  3. Initiation of a payroll, income and business receipts tax in Berkeley.





4. Legislation and/or contracts to permit BART and the University of California to contribute to transit costs in Berkeley.
  5. Local legislation and state legislation if required to permit use of parking revenues for transit.
- C. Organization of a Transportation Agency to assume responsibility for guiding development and operation of a well-balanced multi-mode transportation system in Berkeley.
- D. Determination of the best way to provide public transit in Berkeley from organizational alternatives, including:
1. A city-owned and operated service separate from but supplementing AC Transit and BART.
  2. A city-controlled service contracted to a private concern for operations.
  3. A city-controlled service which is operated by AC Transit under contract with the city.
  4. Subsidies to AC Transit for expanded services in Berkeley.
- E. After technical and organizational groundwork is accomplished, application for federal funds, commitment of local funds and establishment of commencement of service.

### III. Financing: Sources of Funding and Policies

#### A. Initial Development and Operating Costs

1. A 2/3 federal grant to cover costs of getting the system into operation.
2. Gas Tax Funds
3. Payroll, Income and Business Receipts Tax
4. Sales Tax -  $\frac{1}{4}\%$
5. BART per passenger subsidy
6. Student subsidy from educational institutions, such as is currently employed at the University of California at Santa Cruz and Canada College.
7. Charges for Transit Services
8. Real Property Taxes
9. Parking and other auto-related revenues
10. Contributions in lieu of parking requirements
11. University of California





12. Share of Bay Bridge Crossing Funds

13. A tax on off-street parking revenues similar to that in effect in San Francisco.

B. Policies

1. Revenue sources should reflect general patterns of benefit.  
For example:

- a. Payroll tax support is justified because the greatest portion of ridership will be commuters coming to Berkeley from homes elsewhere; both they and their employers will benefit from increased regional accessibility and diminished off-street parking demand.
- b. Use of the property tax is justified because Berkeley residents and property owners gain increased regional auto-free mobility and benefit from diminished local congestion.
- c. If possible faculty and staff from the University of California and Berkeley Unified School District would contribute through the payroll tax. Student support would come through a contribution by the University based upon the number of students enrolled and through a contribution by the Berkeley Unified School District based on the number of students utilizing the system.
- d. As the system increases the use of BART for trips into and out of Berkeley, financial support from BART commensurate with patronage would be equitable.

2. Special bus services will charge a fee and procedures will be developed for traditional charter services on a full pay basis when vehicles and drivers are available.

3. (a) A portion of existing income generated by car usage such as parking revenue should be available for bicycle routes, pedestrian walks, permanent diverters, street tree planting and maintenance, etc. as well as transit subsidy.

(b) Proceeds from expanded and new programs to produce revenues from parking and from increased charges on existing City on-street and off-street parking programs and on the parking facilities of other public institutions should be applied to operating transit services.

4. Financial planning should encourage public transit, once successfully established, to become less dependent upon revenues produced by use of automobiles.





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